

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SUBJECT The Kaliningrad/Bolshevo Area

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General

the soil in the Kaliningrad/Bolshevo area is sandy, permitting the cultivation of potatoes and a little maize on an individual basis rather than in Kolkhozy.

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The plowing of any plot of land to be put under cultivation was effected with old-fashioned wooden plows, drawn by cows. The wooded areas are, for the most part, made up of pines.

The three summer months of June, July, and August are tropically hot. There is night frost in September and freezing at the beginning of October. During the long winter, temperatures fall to as low as -35° centigrade. The thaw sets in as late as the middle of April; often the celebrations of the First of May coincide with the first warm and sunny days of the year.

Legend to Sketch on Page 5

- (1) The electric, double-tracked railway line from the Moscow-Yaroslavskiy station to Mytishchi, via Babushkin. Trains on this line run very frequently, at least once every half-hour or less; they consist of 6 to 8 coaches which are definitely broader than the railway coaches in Germany, but possibly also longer. The trains are always overcrowded.

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The tracks are laid on sandy soil and are only slightly elevated above the very flat countryside. road crossings are of the level crossing type.

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on the section Yaroslavskiy Station/Mytishchi a very large factory on the eastern

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side of the railway track (coming from Moscow) in Mytishchi, with an estimated frontage of approximately 500 meters. In the yards of the factory many superstructures for armored vehicles, of which a large part were rusty. (Note: This is no doubt the factory mentioned in the USSR (PW) Questionnaire as an A.F.V. assembly plant, a rolling stock factory, and a motor vehicle plant, respectively.

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Mytishchi is a town of at least 15,000 inhabitants. It is one of the few places which has a rather large, concrete railway station. It is a prominent structure because it is white in color.

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- (2) Continuation of the above-named electric, double-tracked railway line to Yaroslav via Pushkino and Zagorsk.

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- (3) Branch railway line to Monino, via Podlipki and Bolshevo, which was also electric and definitely double-tracked up to Bolshevo. From Bolshevo onwards the line may be single-tracked up to Monino. the line's terminus. the line from Bolshevo to Monino is single-tracked

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Trains on this line run approximately every 45 minutes to one hour.

For information on the railway stations Podlipki and Bolshevo see items (14) and (15) below.

- (4) A branch railway line from Bolshevo to Fryazino, single-tracked. Electrified in 1947, it had previously been steam-operated.
- (5) Main road from Moscow to Yaroslav, via Mytishchi, Pushkino, and Zagorsk. A well-maintained road, approximately 8 meters wide, with a macadam surface. no seasonal restrictions on account of climatic conditions. Pedestrians walk on a small path at the edge of the road; there is no pavement.
- (6) Branch road to Bolshevo. On leaving the main road Moscow-Yaroslav, the road has at first a macadam surface, but gradually becomes worse and on reaching Bolshevo is in very poor condition. Though built to take double traffic, it has in winter only one vehicle track; when two cars meet one of them has to go off the road into the deep snow at the side.

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The wooden bridge over the Klyazma River (which here is approximately 15 meters wide) is in such poor condition that the Germans who were taken by bus from Bolshevo to Plant 88 in Podlipki daily had to alight so the bus could cross the bridge empty.

Smaller bridges over the Klyazma River, for pedestrians, were frequently unusable because lumber was stolen from them during the winter.

Bolshevo a place with approximately 5,000 to 6,000 inhabitants, although the town covers a rather extended area along the Klyazma River. With very few exceptions, all the buildings are wooden structures with metal sheet roofs, including the Police Station, the Post Office, and the Fire Brigade HQ. There are two churches, one of them in use for worship, and the other partly demolished; both of them are in the vicinity of the Bolshevo railway station.

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There is a rather large spinning mill near the Klyazma River, a three or four-story red brick building, with a labor force of approximately 1,000. The only

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other industrial enterprise in Bolshevo, also near the Klyazma River, is a metallurgical factory (products unknown), employing approximately 100 workers.

The German technicians were accommodated in a former Tsar's residence which had subsequently been used as a sanatorium for film workers.

Situated in the woods and fenced-in were a number of wooden buildings [redacted] 25X1

- (7) A new construction, approximately 50 x 50 meters and 20 meters high, part of Plant 88 of Podlipki, not quite finished [redacted] 25X1
- [redacted] A very massive steel construction without any floors between the ground floor and roof; [redacted] the new plant might well be used for the vertical assembly of V-2 rockets, a method also adopted by the Germans in Peenemuende (length of rocket - 14 meters).

- (8) Gray cast iron foundry, a very old and dilapidated-looking structure.
- (9) A three-story, concrete office building, with a frontage of 60 to 70 meters, and 15 meters wide.

The ground floor contained rather large halls, whereas the first floor was divided into smaller rooms. The German technicians were employed in this building; [redacted] they were not allowed access to any other building within the area of the plant. 25X1

- (10) A two-story concrete office building where approximately 100 or more Soviet engineers and constructors were employed.

- [redacted] 25X1
- (11) An unknown number of several very large sheds, some of them up to 150 meters long and 40 meters wide. [redacted] (serial) production of guided missiles may have been undertaken in the above-mentioned sheds, [redacted] in the yards were large pumps allegedly for use in the oil industry. [redacted] 25X1
- [redacted] loaded onto railway cars in the sidings.

(Note: All the buildings mentioned under (7), (8), (9), (10) and (11) above are part of Plant 88, and cover an area of approximately 800 x 800 meters. The whole complex is enclosed by a wall two meters high, the enclosure being closely guarded by armed guards (many of them females) who patrol the area as well as being posted on watchtowers. The main entrance to the plant is between the buildings (9) and (10); i.e., on the main Moscow-Yaroslav road, admission being granted on the showing of a plant pass which was periodically renewed.

[redacted] Plant 88 had been a long-established gun factory when, 25X1

in 1941, the factory's installations were removed "somewhere beyond the Urals". [redacted] the factory's labor force to be between 6,000 and 8,000; [redacted] only one shift was worked. 25X1

- [redacted]
- (12) A railway siding on which the A-4 firing train [redacted] stood for several months in the summer of 1947. It was painted dark green and it had ten cars. 25X1

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- (13) A small military airfield, approximately 1 x 1 km. possibly not in use. [redacted]

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On the northern edge of the airfield were a few wooden barracks where some German fitters and mechanics were employed. [redacted]

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- (14) Railway station Podlipki. [redacted] there is no community by the name of Podlipki. Podlipki is merely the name of the railway station which serves Kaliningrad, the center of which is approximately 2 or 3 kms to the south.

The Podlipki railway station is a wooden structure with a ticket office, a restaurant, and a barber shop. There are wooden platforms on both sides of the line, with a wooden bridge leading over the tracks. There is no railway repair workshop. South of the line, near the two or three sidings indicated on the sketch, is a dump (approximately 150 meters long) of material dismantled in and brought from Germany, such as sheet metal, pipes, steel girders, etc.

Little more than a path leads from the Podlipki railway station to Kaliningrad, [redacted] a modern town with a large number of blocks of apartments. Built of concrete and whitewashed, with sheet-metal roofs, these settlements are very prominent within a wooded area. Three-storied, they look unusual for the USSR, as all the apartments have balconies. Kaliningrad is a town of approximately 15,000 inhabitants and has several schools, a large hospital, and some fairly well-run restaurants.

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- (15) The railway station of Bolshevo is similar to that of Podlipki. [redacted]

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- (16) Two metallurgical factories [redacted]

Both of them were surrounded by high wooden walls. Outside one of them was a large white statue of Lenin.

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- (17) Multi-storied, concrete barracks accommodating perhaps one regiment of troops. Among these was an unusual number of officers.

Though the area was closed in by a wooden wall, the Germans who passed the place twice a day on a bus had a glimpse once or twice of an object (covered by a tarpaulin) which looked to them like a V-2 guided missile and they therefore jumped to the conclusion that the troops stationed in the barracks were undergoing training on guided missiles.

- (18) The Moscow-Volga Canal, [redacted] is not an artificial waterway in the accepted sense of the word, i.e., used for navigation. [redacted]

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at least in the Kaliningrad/Bolshevo area the water flows through pipes possibly laid on level ground, and they are covered over by earth to a height of approximately 4 meters. The mound thus formed is [redacted] approximately 12 meters wide at the base and approximately 5 meters on top. The mound is covered with vegetation, and the road from Podlipki to Bolshevo (see (6) above) leads over it. Armed guards could be seen patrolling the "canal"; they appeared [redacted] to be soldiers of the Soviet Armed Forces.

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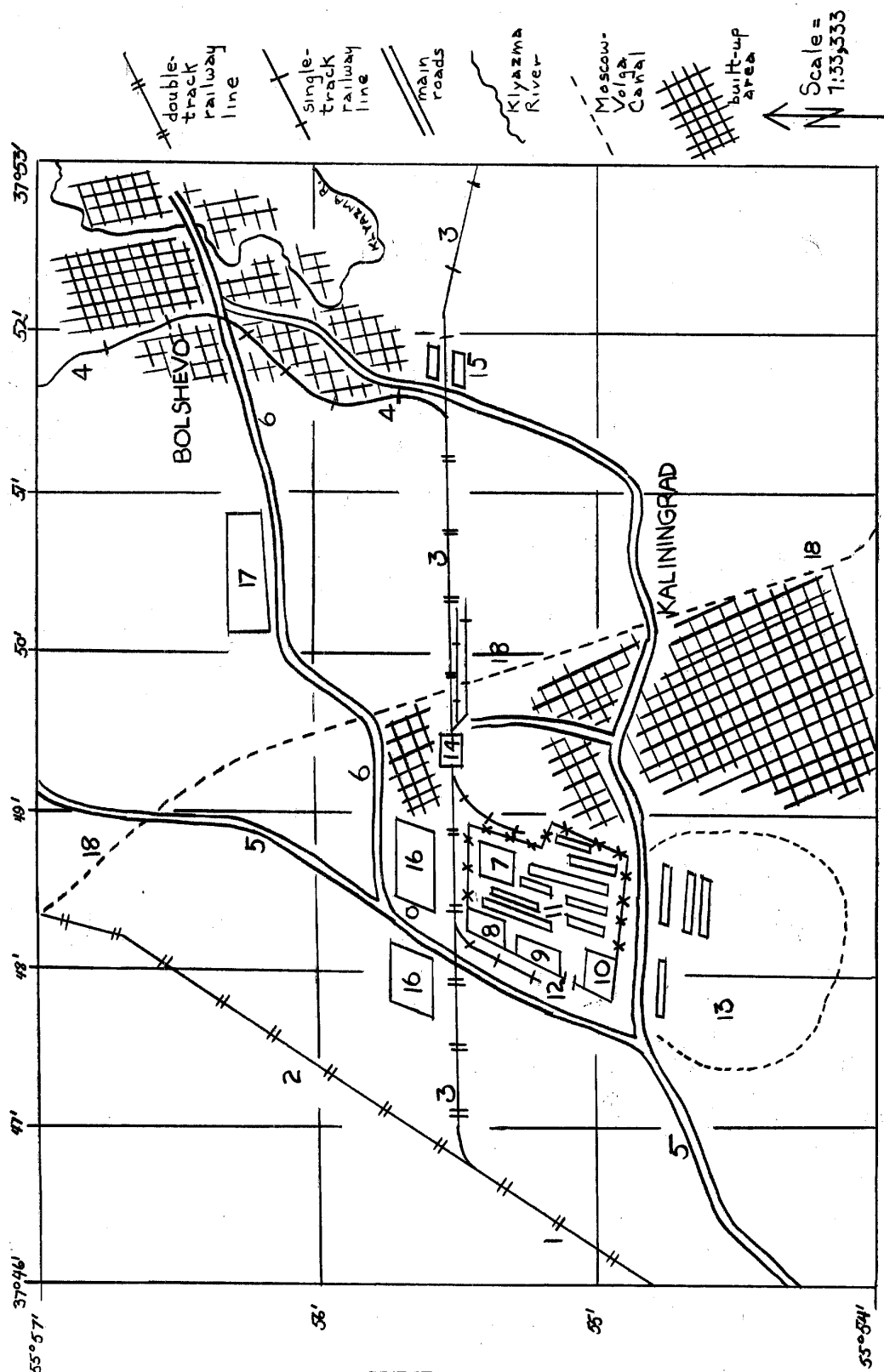
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Sketch of the Area Kaliningrad/Bolshevo, 20-25 kms Northeast of Moscow

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